

# NIGHT EDITION

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The World

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# EXTRA

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NEW YORK, MONDAY, FEBRUARY 8, 1904.

## FIRE IN BALTIMORE TAKES A THIRD START

### BATTLE AT HAND, CZAR'S WARSHIPS HAVE PUT TO SEA

Two Japanese Army Divisions and Regiments of the Guards Have Sailed on Forty Steamers to Meet the Czar's Forces, Who Are Massing on the Frontier of Korea.

### STATE OF WAR EXISTS IN THE FAR EAST IT IS ADMITTED.

Japan Cuts the Cable to Corea So that No News of Military or Naval Movements Can Reach the Outside World from that Country—This, It Is Said, Means War at Once.

BERLIN, Feb. 8.—A despatch to the Cologne Gazette from Vienna says that Admiral Baron Von Spaun, Commander-in-Chief of the Austrian Navy, has received a despatch from the commander of the Austrian Legation guard at Peking saying that Japan has embarked her regiments of guards and two army divisions on forty steamers.

The despatch added that a Russian cruiser division had sailed from Port Arthur and that fighting was expected hourly.

### RUSSIAN SHIPS CAPTURED.

BERLIN, Feb. 8.—The conservative Deutsche Tage-Zeitung affirms upon diplomatic authority that three Russian ships have been captured by the Japanese. No official confirmation of the statement has been found.

### JAPS CUT COREAN CABLE.

PARIS, Feb. 8.—The French Foreign Office was advised this afternoon that the Japanese have cut the cable connecting Japan with Corea.

The object of this action is believed to be to prevent news of the operations of the Japanese reaching the Rus-

(Continued on Third Page.)

### CURATE WINS AT BIG ODDS

Beats Favonius in First at New Orleans with Odds of 30 to 1 Against Him—Miss Melton Wins Again.

#### THE WINNERS.

FIRST RACE—Curate (30 to 1) 1.

Favonius (3 to 5) 2, Meistersinger 3.

SECOND RACE—Arch Oldham (9 to 10) 1, Friar Tuck (9 to 5) 2, All Scarlet 3.

THIRD RACE—Miss Melton (5 to 2) 1, Mamon (40 to 1) 2, Our Lilly 3.

FOURTH RACE—Mam'selle (9 to 2) 1, Moderator (15 to 1) 2, Thorneycroft 3.

(Special to The Evening World.)

RACE TRACK, NEW ORLEANS, Feb. 8.—It rained here last night, and as a result the track was heavy and holding to-day. S. R. Montgomery is here to officiate definitely if Chris Fitzgerald can officiate as starter at Memphis next spring. Fitzgerald will have to secure the permission of the Jockey Club before he can sign a contract with Memphis. Can-said usually starts at Benning and

Aqueduct, and Fitzgerald will probably be allowed to work at Memphis. Sam Hildreth has traded Alcom R. and a substantial cash consideration to J. W. Bertheroum for Major Mansir. Hildreth claimed Alcom R. out of a selling race recently Bertheroum bought Major Mansir from Albert Simons two weeks ago. He lost two swell bets on the Major and soured on him.

#### NEW ORLEANS ENTRIES.

NEW ORLEANS, La., Feb. 8.—The entries for to-morrow's work are as follows:

FIRST RACE—Mile and a quarter, selling. "Regan" 87, "Establish" 87, "John" 85, "Mint Jod" 102, "Santa Teresa" 102, "Class Leader" 102, "Espana" 102, "Star Gazer" 106, "Glenon" 106, "Denny Duffy" 112.

SECOND RACE—Six furlongs, purse. "Ziri" 101, "Neither One" 107, "Boulding" 109, "Typhonic" 109, "Caterpillar" 109, "Rose" 109, "Barkindore" 109, "Jynalona" 109, "W. J. Deboe" 112, "Nabockleth" 112.

THIRD RACE—Mile and a sixteenth, purse. "Ecclesie" 87, "Changor" 90, "Sabel" 93, "Hymettus" 93.

FOURTH RACE—Six furlongs, handicap. "Caryota" 85, "Probable" 87, "Kath" 87, "Foolish" 87, "Favorit" 87, "Harmakis" 107, "Imp. Med Mullah" 112.

FIFTH RACE—Mile and five furlongs, selling. "Elias Dillon" 86, "Georgia Farmer" 91, "Connass" 94, "Sidney Sabath" 95, "Siddons" 110.

SIXTH RACE—Five furlongs. "Diaphanous" 83, "Laurel Hunter" 99, "Joettie" 100, "Sabina" 101, "Pamphlet" 102, "Orion" 105, "Irene Lindsay" 105, "Moroni" 108, "Serrano" 112.

\*Apprentice allowance.

For Coughs and Colds, children take "Pina's Cure" without objection. At all druggists, 25c.

### PLACING BLAME FOR "L" VICTIM'S DEATH

Coroner Begins Inquiry Into the Killing of Mrs. May Hattie Codrington, Who Was Crowded from the Platform.

Coroner Scholer and a jury this afternoon began the inquiry into the death of Mrs. May Hattie Codrington, who was killed on the Sixth avenue elevated road during the rush hours on the afternoon of Jan. 28.

Mrs. Codrington was crowded off the platform of a train at Eighteenth street and dragged nearly two blocks. Six trains are alleged to have passed over her body before she was found. Charges of gross negligence on the part of the elevated employees have been made in connection with the woman's death.

For the purpose of placing the blame where it belongs, Coroner Scholer summoned to Court Supt. Hodley, of the Interborough Rapid Transit Company, and a number of his subordinates, as well as a half dozen passengers who were on the train from which Mrs. Codrington was shoved.

Francis H. Boland, of No. 217 West One Hundred and Twenty-fifth street, was in court also representing Mrs. Codrington's assigns. John F. McIntyre, De Lancey Nichol and John D. Lindsay represented the railway company.

The first witness called was Policeman Clark, of the Tenderloin Precinct, who was notified by a citizen that a woman's body was on the tracks.

"I went to the Eighteenth street station, the witness testified, and walked up the track on the untown side. At Twenty-third street I came upon the woman's body lying outside the steel rail and the third rail. I called some of the railroad employees and we carried the body to the station. Later we took it to the station house, where a surgeon from New York Hospital, Dr. Reed, said that life was extinct."

Clark also went into detail in his description of the mangled condition of the body.

Railroad Commissioners Dickey and Baker were in the court-room and questioned the witness little. They were asked by Coroner Scholer if they did not want to ask more questions.

"We don't want to ask this witness more questions," replied Mr. Baker.

Policeman Clark then corroborated the statements of Clark. Mr. Boland took part in his examination and was asking a question when Coroner Scholer said: "Do you object to that attorney taking part in this examination, Mr. Garvan?"

"Not at all," replied the Assistant District Attorney, who represented the People at the inquiry. "He has the same right here that the attorneys of the railroad have."

Bradford P. Codrington, the dead woman's husband, was the next witness. He told of having identified his wife at the undertaking establishment after she was found on the West Thirtieth street police station.

David Ostro, of No. 600 Lenox avenue,

### SPECIAL EXTRA.

### JURY BLAMES 'L' OFFICIALS FOR DEATH

The Coroner's jury this evening returned a verdict declaring that the death of Mrs. Mary Codrington on the Sixth avenue "L" road at Eighteenth street was due to the neglect of the Manhattan Company's officials to take proper steps to prevent such accidents. Conductor Gorge, who had been held by the police, was discharged from custody.

LATE WINNERS AT NEW ORLEANS.  
Fifth Race—Mauzer 1, Malay 2, Bob Hilliard 3.  
Sixth Race—Big Ben 1, Ben Howard 2, St. Tammany 3.

and Robert H. Loan, of No. 230 West Seventeenth street, testified to seeing Mrs. Codrington board the train. Loan said that after the train was in motion one of the platform men attempted to pull her off, but was unable to hold her because the cars had gained too much headway.

Daniel O'Connell, of No. 140 West Thirtieth street, testified that he was in Sixth avenue, between Eighteenth and Nineteenth streets, when he heard the shriek of a woman. Looking up to the "L" structure, he saw a woman hanging from a platform of a crowded train. As he looked she fell to the track.

With a friend he hastened to the platform and noticed the guard that a woman was lying on the track above the station. The guard laughed at him. He was compelled to get a policeman before the "L" employees would pay any attention to his story.

"Can you identify the man who laughed at you when you told him of the accident?" asked Mr. Garvan.

O'Connell said that he could not identify one of the "L" employees in the court-room.

Coroner's Physician Higgins testified to examining the body of Mrs. Codrington and described her injuries.

Alfred S. Hamilton gave testimony that was damaging to the railroad company.

"I was standing on the platform of the second car," he testified, "when I heard a woman scream. At the same time I heard a man say:

"She has fallen off. Somebody pull the bell rope."

"The guard said that he had pulled the rope," the witness testified, "and I saw him pull it. Some other man then pulled it and it broke. The train backed up at Twenty-second street to stop at the Twenty-third street station and with two other passengers I went back and looked for the woman's body, but could not find it. Two other trainees were waiting behind our train and we were the platforms crowded?"

"No," said Mr. Garvan. "There was no trouble to get in the car or out of it."

"Did any one call out to pull the danger signal?"

"No."

Miss Ethel Sweeney, of No. 322 West One Hundred and Twenty-eighth street, testified to hearing a woman scream and seeing the woman clinging to the gate.

Thomas Conlan, the platform man, who is said to have laughed when told that a woman had been killed, was the next witness called.

Thomas Conlan, a platform man at the Eighteenth street station, was the next witness. He said that Mrs. Codrington ran up and grabbed the hand-rails after the train started. He tried to pull her away, but she struck him.

The last he saw of her she was being dragged alongside of the train with her feet on the platform.

### WIFE WOUNDED BY SLIP SHOT

Revolver in Hands of P. F. Danforth, New York Commission Merchant, Discharged as He Tossed with It in Havana Hotel

HAVANA, Feb. 8.—Mrs. P. F. Danforth, wife of a New York commission man, is in the Mercedes Hospital in a dangerous condition, suffering from a bullet wound through the right side, inflicted accidentally by her husband.

The couple arrived at the Hotel Gran Pasaje last night from Mexico, after five days' quarantine.

Danforth was toying with a revolver and his wife was reaching for the weapon when it was discharged.

The name of P. F. Danforth does not appear in the New York City directory or the telephone books.

### CROKER WILL TAKE CHARGE TO-MORROW

Edward F. Croker late this afternoon filed at the County Clerk's office a copy of the decision of the Appellate Division of the Supreme Court reinstating him as Chief of the Fire Department. By the act Mr. Croker becomes again actual Chief.

Chief Croker will officially take charge of the New York Fire Department at 10 A. M. to-morrow.

While paying an unofficial visit this afternoon on Commissioner Hayes Mr. Croker said to an Evening World reporter: "I will be back in the saddle to-morrow."

### WEATHER FORECAST.

Forecast for the thirty-six hours ending at 8 P. M. Tuesday for New York City and vicinity: Fair and colder to-night with cold wave; fair and continued cold Tuesday; high to brisk northwest winds, diminishing.

Father John's Medicine Cures Colds Prevents Pneumonia. 50 years in use.

### BLAZE WHICH WAS TWICE CHECKED AGAIN SWEEPS ON

It Was Thought that the Terribly Disastrous Conflagration Had Been Mastered This Afternoon, but with a Shift of the Wind, the Work of Destruction Continued Despite All Efforts to Hold It Back.

### LATEST REPORT IS THAT THERE IS HOPE WORST IS OVER.

Army of Firemen to Be Aided by United States Engineers Ordered from Washington by President Roosevelt—Dynamite Used in Tons to Blow Up Buildings in the Path of the Flames.

(Special to The Evening World from Staff Correspondent.)

BALTIMORE, Feb. 8.—The great fire which has been raging here since yesterday morning again got beyond the control of the fighting force this afternoon.

With the flames beaten into a path which led to Jones's Falls and the muddy little Patapsco River, and every prospect of the conflagration burning itself out within a few hours, a northerly wind sprang up and in spite of the efforts of the firemen, the flames leaped across the narrow waterway and attacked the numerous oyster and fruit-packing houses on the east shore.

First they got across Long Dock, a slender little stream which parallels Jones's Falls, and little tongues of flame licked their way up the side of the oyster packing establishment of W. W. Bayer & Co. In less than ten minutes the place was a mass of flames and had to be given up. Just as the firemen drew away there was a crash and the entire building collapsed.

The burning embers landed on the roof of the packing plant of C. J. Meyer & Co., and that was ablaze before the firemen could get a line of hose on it. A dozen big factories, the Waters lumber yards, the Domestic oyster packing plant, the Demead malt house and the Merchants' and Miners' Savannah Steamship line were in the line which the flames were taking.

### FLAMES JUMP THE FALLS.

At 4 o'clock the flames got across the Falls and destroyed the Baltimore Chrome works on Black street. The Falls are spanned at every street by bridges and on these bridges the engines and firemen have been at work trying to stop the very thing that happened. As long as the wind kept down they were successful, but with the first hard blow of the rising wind the flames drove the firemen from their posts. They retreated to the east shore, however, and in spite of the se-back went to work as vigorously as ever.

The Norfolk wharf of the Baltimore Steam Packet Company, which was stocked with barrels of resin and miscellaneous merchandise, succumbed soon after the flames crossed the water. Then the ice-houses and coal-yards of the American Ice Company were destroyed, the flames finally stopping at the coal heaps stored about 200 yards south of the ice-houses.

### FIRE GETS FRESH START.

At 4 o'clock the flames got another fresh start and swept along President street to Thames street. The President street station, the oldest passenger station in the world, is now in danger and will probably be destroyed. The burning area is along the river basin, on the east shore, and the presence there of huge lumber piles makes it impossible to make much headway against the flames. This section of the city is populated almost entirely by Italians and foreigners. They are leaving their homes in droves, carrying their household goods with them.

The burning area stretches for blocks along the harbor in the southeast section, the old part of the city. All vessels that were tied up have been taken out into the stream and anchored, and there are now over a hundred of them there helpless as long as the flames rage. The buildings of the Standard Sea Oil Company, the Buckman Fruit Company and a host of others stretching back along Jones's Falls, are now burning. Firemen are throwing powerful streams into them, but it is of little use. They must burn themselves out, and it is a fortunate thing that they are set situated that they can now do this without endangering other places. Everywhere the dull reverberations of the dynamite can be heard. They

### VIEW OF THE HEART OF THE BURNED DISTRICT IN BALTIMORE, SHOWING THE PRINCIPAL BUILDINGS THAT BECAME PREY TO THE FLAMES.

(DRAWN FOR THE EVENING WORLD FROM PHOTOGRAPHS AND TELEGRAPHIC DESCRIPTIONS BY ARTIST BIEDERMAN.)



### ILL. SHE WENT TO A PIER.

and caught her by the arm.

"What are you doing here?" he asked. "I have been ill and despondent," said the woman, "and the noises of the streets disquieted me. I came here to be alone."

Patrolman Wells, of the East Sixty-seventh Street Station, saw a well-dressed middle-aged woman wandering about the dock at the foot of East Sixty-second street yesterday afternoon. When the woman was not looking the policeman walked quietly behind her

and caught her by the arm.